

MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

“(1) present a record of the actions taken to attempt to achieve compliance; and

(2) provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.”

Vessel's Name:

Vessel's Flag:

Identification Number:

(IMO or other)

Voyage Plan

Port of Origin:

Port of Destination:

First U.S. Port of Arrival:

List of all port visits beginning with the Port of Origin and ending at Port of Destination:

1. Port of Origin:

2nd Port Visit:

3rd Port Visit:

4th Port Visit:

5th Port Visit:

6th Port Visit:

7th Port Visit:

8th Port Visit:

9th Port Visit:

10th Port Visit:

(Insert more as needed)

Date and Time Vessel Received Notice it would transit the NA-ECA:

Location of Vessel when notice was received it would transit the NA-ECA:

Date and Time vessel is expected to enter the NA-ECA:

Date and Time vessel is expected to exit the NA-ECA:

Projected number of days the main propulsion engines will be operated in the NA-ECA:

Sulfur Content of Fuel Oil used when entering the NA-ECA:

Sulfur Content of Fuel Oil used while operating in the NA-ECA:

A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on "interim" basis).

Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non-availability of compliant fuel oil. and the dates on which the contact was made.

Enter Text Here: VSL HAS SUPPLIED 451.416 MT LSFO AT PORT GOTHENBURG, SWEDEN ON 01 JANUARY 2014 TO PERFORM DISCHARGE OF CARGO. VSL HAS SUPPLIED 120.5 MT HSFO AND APPROX. 60.0 MT LSFO REMAIN ONBOARD QUANTITY TO DISCHARGE HER CARGO. VSL HAD ALREADY ARRANGED BUNKER WHICH IS 450 MT HSFO AND 570 MT LSFO TO BE SUPPLIED IN NEXT DISPORT JACKSONVILLE. ONBOARD, VSL HAS NOT SUFFICIENT LSFO IN ORDER TO PROCEED FROM 1ST DISPORT CHARLESTON, SC, TO 2ND DISPORT JACKSONVILLE. VSL HAS NO BUNKERS AT ALL. ALSO VSL HAS BURNED MORE BUNKER DURING ECA TRANSIT DUE TO HEAVY WEATHER CONDITIONS.

In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fuel oil oil.

Enter Text Here: CHARTERERS ARRANGED BUNKER WHICH IS 450 MT HSFO AND 570 MT LSFO TO BE SUPPLIED IN PORT JACI

Product:

IFO 380 CST HSFO

Quantity:

450 MT Fuel Specification: RMG 380 According ISO 8217:2005 (Max 3.50%)

Product:

IFO 380 CST LSFO

Quantity:

570 MT Fuel Specification: RMG 380 - According ISO 8217:2005 (Max 1.00%)

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blend.

Enter Text Here: N/A

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for what you are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends.

Enter Text Here: N/A

Describe the availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that fuel oil.

Enter Text Here: CHARTERERS ARRANGED BUNKER WHICH IS 450 MT HSFO AND 570 MT LSFO TO BE SUPPLIED IN JACKSONVILLE

Product:

IFO 380 CST HSFO

Quantity:

450 MT Fuel Specification: RMG 380 According ISO 8217:2005 (Max 3.50%)

Product:

IFO 380 CST LSFO

Quantity:

570 MT Fuel Specification: RMG 380 - According ISO 8217:2005 (Max 1.00%)

If compliant fuel oil is not available at the first port-of-call in the United States, describe the lowest sulfur content of available States.

Enter Text Here: N/A / COMPLAINT FUEL OIL IS AVAILABLE AT NEXT PORT OF CALL JACKSONVILLE, FL.
NO BUNKERING IN CHARLESTON, SC.

If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the

Enter Text Here: NIL

If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the past, please provide details on the dates and ports previously visited while using non-compliant fuel oil.

Enter Text Here: NIL

Provide all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship owner, or other person authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.

Enter Text Here:

MASTER OF M/T PAMIR
CAPT.ANDREY KRIVOSHEY
TEL:+870 773 156 975
EMAIL: Ops@FleetO.scf-group.com

AGENT: MORAN SHIPPING AGENCIES INC.
PHONE : 843-722-8227
FAX : 843-577-4391
E MAIL : CHS@MORANSHIPPING.COM

TECHNICAL OPERATOR: SCF NOVOSHIP TECHNICAL MANAGEMENT
1, SVOBODY STREET
NOVOROSSISK, 353900, RUSSIAN FEDERATION
Pho : +7 (8617) 601640 Fax : +7 (8617) 601060
E-mail : NTM@SCF-GROUP.RU

SHIP OPERATOR (TIME CHARTERER): MANSEL OIL LTD
PIC: CAPT. STEFAN BERGAGARD
Direct: +44 20 79734218
EMAIL: xtcops@vitol.com

The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable or following affirmation:

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and correct, and that I am not aware of any false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."

Signed: ALEKSAND NEZNANOV, OPERATION MANAGER OF NOVOSHIP TECHNICAL MANAGEMENT

Authorized Company Representative

Fuel Oil Non-Availability Report

North American Emmissions Control Area (NA-ECA)

PAMIR
MALTA
IMO NUMBER : 9276028

(Note: This plan should reflect what is in effect at the time
of the vessel's entry into the North American ECA)

KALUNDBORG / DENMARK
NUSTAR TERMINAL - JACKSONVILLE / USA
KINDER MORGAN TERMINAL - CHARLESTON / USA

KALUNDBORG / DENMARK
KINDER MORGAN TERMINAL - CHARLESTON / USA
NUSTAR TERMINAL - JACKSONVILLE / USA

JANUARY 26, 2014 - 10:00 LT

TBA

TBA

0.99%

COMMENCE : 0,98 %

CHANGE OVER : 1,98 %

description of all attempts that were made to locate alternative sources of compliant fuel oil, and a
ended voyage;" fuel oil supply disruptions at port; etc.

-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted

M THIS VOYAGE. VSL WILL ARRIVED AT KINDER MORGAN TERMINAL PORT CHARLESTON ON 27
JO. THIS WOULD NORMALLY HAVE BEEN SUFFICIENT FOR 28 HRS TO DISCHARGE. CHARTERERS
VILLE, FL, USA. HOWEVER, ALTHOUGH VSL ENTERED TO ECA AREA WITH SUFFICIENT BUNKER
F JACKSONVILLE, FL, DUE TO AS PER CHARTERERS INFORMATION 1ST DISPORT CHARLESTON HAS
S.

and the name of the fuel oil supplier that is now reporting the non-availability of compliant fuel

KSONVILLE, FL.. SUPPLIER IS COLONIAL / CHEMOIL; PRODUCT DETAILS ARE AS FOLLOWS:

or example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or
ds.

or example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or
ds.

oil.

/ILLE, FL. SUPPLIER IS COLONIAL / CHEMOIL; PRODUCT DETAILS ARE AS FOLLOWS:

le fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United

dates of the port calls, and whether the vessel used compliant fuel oil.

vious 12 months, identify the number of Fuel- Oil Non-Availability Reports previously submitted,

er, and any related parent companies. Also include a designated corporate official who is

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only if the report is signed by an authorized representative of your company and contains the

lie, true and complete. I am aware that there are significant penalties for knowingly submitting